

## Bend meeting draws Central Oregon officials

In its first non-Salem or Portland meeting, the Transportation Commission met in Bend in mid-April to discuss problems and issues with elected officials from the

Central Oregon area.

About 45 people, most of them city and county officials, attended an informal dinner at the Riverhouse on Tuesday evening, April 19. Several short speeches and an hour-long, question-and-answer session highlighted the evening.

The formal meeting was held Wednesday morning in the Bend city council chambers. Officials from Bend and Deschutes, Jefferson and Wasco Counties discussed their transportation needs.

A delegation from Coos Bay was also on hand to urge stepped-up construction activity on Highway 42.

The commission was guests of the Bend Rotary Club at a noon luncheon, where another useful exchange of views took place.

That afternoon, the commission and several local officials inspected roads and structures in the Bend-Redmond area to gain a first-hand impression of their condition.

The next out-of-Salem commission meeting is planned for Pendleton in October, and a meeting on the coast, perhaps in Newport, is tentatively set for early next year.



Bend City Councilman Dick Carlson discussed the problems generated by the high traffic count on Third Street in Bend during the April 19 meeting held there by the Transportation Commission. Delegations from throughout Central Oregon attended the commission's first non-Salem or Portland meeting.

## ODOT sets open house on May 19

ODOT will hold an open house May 19 to mark National Transportation Week, May 16-20.

A variety of ODOT activities will be presented through displays, demonstrations and exhibits, and all five divisions will participate.

This is the first year public agencies have been involved in the national observance, according to Bob Gormsen, project coordinator.

Region 1 and Metro will hold a joint open house in the Metro office and all other Highway Division regional offices, and district offices in Grants Pass and Coos Bay, will be open. The Transportation Building in Salem also will be open to the public, school classes, media and legislators.

All open houses will be May 19 from noon to 9 p.m.

Each will include models, movies, signs, equipment and tours, covering all aspects of ODOT operations. Special events planned during the week include dedications of a bike path and a Motor Vehicles Division field office, both in Beaverton.

ODOT Transportation Week organizers also are working with Port of Portland, Swan Island and Lloyd Center for special events and displays during the week.

## Decision saves personnel costs

The Transportation Commission's decision last June to shift from large- to small-scale construction has resulted in savings of more than \$12 million in personnel costs, according to Bob Burco, ODOT director.

In a report to the commission on April 19, Burco said the savings, which are reflected in the governor's recommended 1977-79 budget, will be used for highway maintenance and rehabilitation.

Burco said the savings have been achieved through four actions:

- Reducing department personnel by 260 regular and 333 seasonal positions.

- Eliminating an additional 539 vacant positions from the 1977-79 budget.

- Scaling down the department's planning effort, and cancelling preliminary engineering on 188 projects.

- Consolidating a number of high-level management positions and functions.

## ODOT changes made

Several ODOT organizational changes which have been made recently, and others which will go into effect July 1, were announced April 15.

The changes provide additional consolidation of support services at the department level, and are designed to improve efficiency and effectiveness, and to deliver services at lower cost.

Inflation and declining funds have forced the department to continue to reduce the number of employees, and studies have shown areas where management positions could be combined or reclassified to reduce staff. A reduction of 50 to 100 employees, partly through attrition, from the governor's approved budget level, is anticipated early in the 1977-79 biennium.

The new structure includes changes in Operations, combination of positions in the Office of the Director and a redefined Policy and Program Development function, which went into effect April 11.

### Changes made

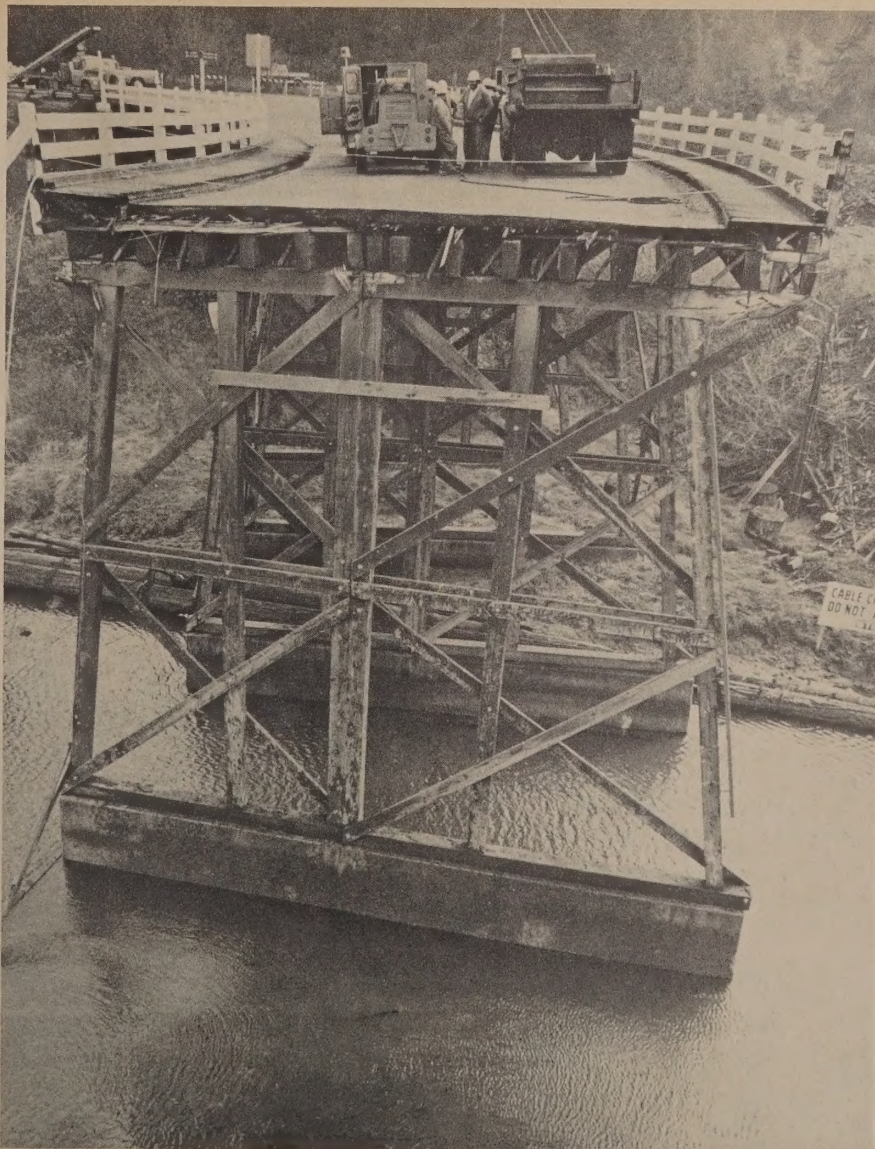
Changes in Operations, headed by Fred Klaboe, will include combination of Right of Way, Environment, Structures, Engineering, and Materials and Research, into a Technical Support Services Section. This change will go into effect July 1.

The Metropolitan Section was transferred during March from the Highway Division to Operations because the complexity of Portland area projects required the Metro Section to deal with a broader range of transportation issues.

In the Office of the Director, Intergovernmental and Public Affairs will be combined and administered by George Bell, effective July 1.

Larry Rulien was named ODOT assistant director for Transportation Policy and Program Development, effective April 11. His 24-month assignment is part of the job rotation program.

Three Policy and Program Development branches will be Policy Development and Strategic Planning, Financial Planning and Economics, and Program Development and Evaluation.



A section of the Isthmus Slough Bridge in Coos Bay fell into the water March 31 after it was damaged by marine borers. Several other structures on the coast also are infested with the salt-water inhabitants. Additional information about the bridge situation, marine borers and restoration of the Isthmus Slough Bridge is on page 6.



# Letters to the Editor

'Dottie, we hope to see you soon'

Oh, Dottie!



"See you next month!"

To the Editor:

In the April issue of VIA, it was stated that "With a little encouragement, Dottie could be revived."

Well, we are giving that encouragement. We enjoyed Dottie the few times she appeared. We feel the creators of this cartoon were mainly trying to add a little humor to a controversial subject, as is done with political cartoons.

There is only one other thing we have to say:

"O DOTTIE! We hope to see you soon."

Paul E. Burket  
Janice Moffitt  
George E. Hochstetler  
Thomas Robertson  
Carol Livie  
Joann Henry  
Roger G. Ritchey  
Annita Gifford  
Ray Costello  
Roy M. Raasina  
Gary R. Davis  
Ralph W. McGinnis  
Aeronautics Division



Travel Information Section staff members Jackie Gettis (right), office supervisor, and Mary Garcia, seasonal clerical assistant, are among those who answer thousands of inquiries about travel opportunities in Oregon each year.

## Travel Info thinks big

*Editor's note: The following article is part of a continuing series describing the different divisions, branches and sections of ODOT.*

Travel Information is a small ODOT section that thinks big.

Housed on the first floor of the Transportation Building, Travel Information employees answer about 100,000 pieces of mail each year and distribute more than 1 million maps and brochures.

The section was established by the Oregon Legislature in 1935 to stimulate the state's economy through promotion of tourism.

Currently, the legislature is considering moving Travel Information Section, along with Parks and Recreation Branch and State Police, from the Highway Fund.

Vic Fryer, travel information officer since 1970, heads a staff that shrinks and swells with the seasons. February through August are busy times and March through June are the busiest.

The state's tourist promotion

agency works closely with regional and business tourist groups to make visitors' stays in Oregon fun, interesting and comfortable.

"The trend," Fryer says, "is toward more travel. There are more people who have more time and money for traveling." Oregon's tourist statistics show annual increases, and more than 11 million visitors are expected in the state during 1977.

### Distribute literature

Besides the office staff, Travel Information Section includes several seasonal employees, four photographers and staffs at six border information centers and the Capitol Guide Office.

The border information centers opened the 1977 season April 30 and guides assist travelers with the "who, what, where, when, why and how" of seeing Oregon. They distribute literature provided from the Travel Information Section, local chambers of commerce and special attractions.

Former Governor McCall's widely-publicized "visit but don't stay" philosophy was generally misinterpreted by out-of-staters who thought he meant visitors weren't welcome, Fryer says. But during the early 1970s, mail from the curious increased and the number of tourists who came rose.

Travel Information Section works with publications and writers from throughout the country who want photographs of the Beaver State. More than 5,000 black and white prints are on file, and thousands of color photos are available for use in promoting Oregon.

### Most requested list

Some 20 different brochure titles are produced by the section each year, with the Official Highway Map, park guides, special events pamphlets and vacation books heading the "most requested list."

Besides official Travel Information publications, the section also distributes thousands of brochures from public and private facilities and the federal government; advertises in national publications; attends travel shows, and works with business and regional tourist promotion groups.

Fryer says he thinks what his office does is still in line with the 1935 Legislature's original intentions. "We encourage interest in Oregon and respond to questions from prospective visitors," he says. "That brings economic benefits to the whole state."

## Crawler tractor was a Best

To the Editor:

I would like to comment on the picture (Way back when...) in the April issue of VIA.

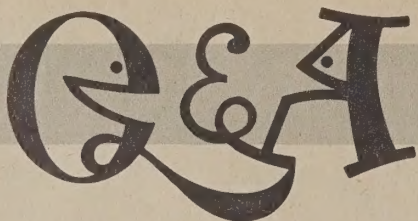
That crawler tractor was built by "Best" sometime around the early 1920s. "Best" and "Holt" manufacturing companies combined and built "Caterpillar."

This "Best" used gasoline for fuel and had a petcock on each cylinder

for compression release. To crank this motor, a steel bar was inserted in the flywheel. The bar was released when the motor started.

Mabel and I are enjoying every minute of our retirement and are looking forward to many years of it.

Kenneth W. Miller  
Box 16  
Pistol River 97444



Q: I understand you can apply for a tax refund on fuel used in boats. Can you also apply for a tax refund on fuel used in unlicensed off-the-road vehicles such as motorcycles, dune-buggies and snowmobiles?

A: With the exception of snowmobiles, any off-road vehicle can qualify for a refund unless it is licensed and is partially operated on public roads.

Q: What is strategic planning?

A: Strategic planning is goal setting for the overall organization as opposed to detail planning for a specific action or program.

Q: Were the funds specifically

budgeted for VIA from the last biennium? If not, where did they come from? Gary Davis, Aeronautics.

A: Yes, funds for an employee newspaper were included in the 1975-77 Public Affairs budget. Publication was not actually started, however, until April 1976.

Short, signed, general interest questions dealing with ODOT-related topics may be sent to VIA Editor, Public Affairs Branch, 104 Transportation Building, Salem 97310. Questions should be clear and detailed, and a telephone number should be included where the questioner may be reached for more information and/or clarification.

If requested, VIA will not use names of questioners.

## Systems plan hearings due

Parks and Recreation Branch will hold a series of public meetings to hear comments on the 1977-83 update of its Six-year Systems Plan.

Meetings will be held at 17 locations throughout the state beginning May 31 in Pendleton. The public is being asked to voice their parks and recreation needs at those meetings.



Published monthly for the employees  
of the Oregon Department of Transportation  
by the Office of Public Affairs  
Room 104  
State Transportation Building  
Salem, Oregon 97310  
Telephone 378-6546



## Burco after one year

# 'I think we're through the difficult part'

VIA: Bob, you've been director for a year now. How's it going?

Burco: I think it's going pretty well. It's not necessarily a pleasant management task to have to deal with reduced financial resources, reductions in personnel, and the like, but I think most people in the department have adjusted rather well to that. The commission has recognized those kinds of needs, and I think we're through the difficult part at this point. I hope we'll be on an upturn now, even without a major revenue package. With the coming of spring, I sort of feel that the department has gone through a turn-around, a very severe one, and that we're now lean and trim, we know where we're going, and we have a job to do.

VIA: Bob, you said last month that there would be another 50 to 100 people laid off in the near future. What's the status of that situation?

Burco: We indicated last fall that there would be a need for belt-tightening in the planning function, in highway administration, and in the Office of the Director, by spring. Much of that is now taking place in developing and presenting our budgets to the Ways & Means Committee. A number of top-level shifts are in the process of being carried out and, coupled with retirements and resignations since last fall, indicate that we may actually achieve that reduction of 50 without having to go through another layoff. What we're really talking about may be an adjustment of positions after the budget is settled, unless the Legislature cuts further than I now anticipate.

VIA: Do you foresee any further reduction in personnel during the next biennium?

Burco: No, I don't think so. What we are waiting on right now is to see what our budget finally looks like. The difference between handling staff reduction through attrition, and handling it through layoffs, depends upon what actually happens to our budget. But once the budget is settled in the next month or two in Ways & Means Committee, I don't anticipate any more layoffs. We may even be putting on a few people as seasonal hires during the summer to meet the construction demands.

VIA: You announced some major reorganizational changes in mid-April.

What brought on those changes?

Burco: The changes were a result of the continuing redirection of priorities of the department from major new construction to rehabilitation and maintenance. The absence of commitments to large new projects reduced the need for engineering design services, right-of-way, and some other kinds of centralized services. We felt that this was a good time to consolidate some of those engineering and management services here in Salem to gain some efficiencies. Also, we have to be flexible about the future. Our ability to respond to transit and airport questions, as well as highways, all indicated a direction of creating some technical service group which was flexibly able to respond to the state's transportation needs, with whatever resources become available.

VIA: Have there been any cost savings as a result of the personnel layoff and these changes in functions in the reorganization?

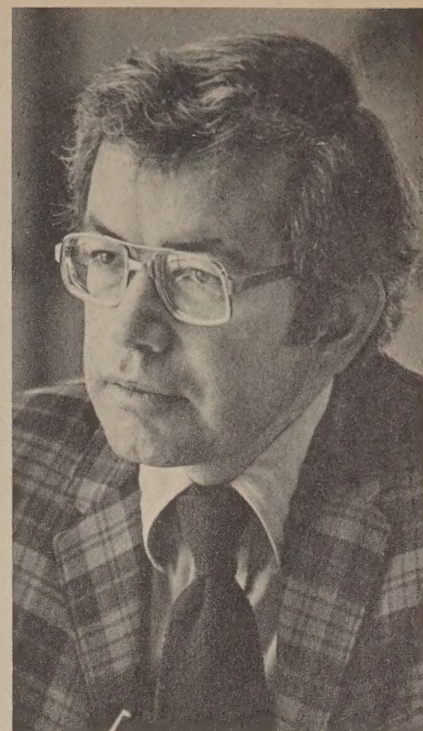
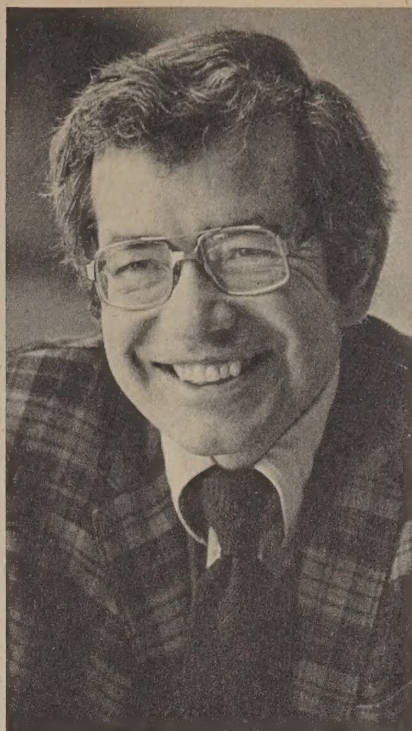
Burco: In the Office of the Director, through consolidation of positions, we've cut out \$160,000 for the coming biennium. In the rearrangement of technical services, and reduction in layers of highway engineering management, we judged that there would be a saving of about \$260,000. Overall, due to the shift in priorities, the layoffs of engineering field staff, and the reduction of commitments to engineering surveys for projects we couldn't afford, we've ascertained that there is a savings of about \$12 million over a three-year period. We can turn that \$12 million from administrative and engineering overhead costs into concrete and asphalt and maintenance services.

VIA: So the \$12 million will be applied directly to improvement of the system?

Burco: That's right. And we feel by demonstrating that kind of an impact, we're not just moving people around in boxes, but rather we're making a major shift of resources to enrich the program.

VIA: Will this organizational structure continue in effect for a while after July 1, or will there be further changes ahead?

Burco: It's certainly my feeling that this is a stable organizational situation now, in the same way we



are developing a stable work force. That has been something we've been moving towards.

However, one of the key parts of this is a job rotation plan, where people may fill jobs on a temporary basis for up to two years. There will be some minor adjustments a bit later on, but this is generally how I would like to see the organization stay for quite a while.

VIA: At the time of this interview, we're just beginning to get into the zero-based budget hearings in front of Ways & Means subcommittee. What are the prospects, as you see it now, for coming out of those hearings with our budgets relatively intact? That is, how deep does it appear the cuts will be?

Burco: It's hard to say. One of the reasons for the zero-based budget was because of the governor's request that approximately 8 per cent of the funding for programs that had formerly been funded exclusively by the Highway Fund, be funded instead by the General Fund. That includes the tourism program, acquisition of some park sites, and state police. Whether those shifts will be adopted is not clear at this time.

The legislature's grappling with the whole highway finance question, and so it's a bigger question than just the zero-based budget. I would tend to believe that the legislature will deal with the parks and the state police possibly in a different way than general funding. I would not anticipate deep cuts in Motor Vehicles and in the Highway Division, partly because we have been able to show the offsetting savings just talked about.

But I do think the funding of tourism and state parks are going to be major questions that the legislature will want to deal with. There will either be deep cuts there, or there will be new sources of funding found, not necessarily general funds.

VIA: If it turns out, then, that there is no highway revenue package coming out this session, what happens to the department for the next two years? Can we continue to operate and do our job at an acceptable level?

Burco: I think we can do our job. I feel, as I mentioned before, our work force is stabilized; we're preserving it at present levels not based on some increase in budget. We will continue, however, to experience a decline in the services provided, particularly on the primary and secondary highways, until we are able to obtain some increased revenues. There will certainly be a continuing commitment to completion of I-205, and a few

other projects. But it will be a very, very limited program.

VIA: The commission held its April meeting in Bend. It was the first one outside of Salem or Portland. How did that meeting go? Do you see some benefits from a meeting outside of Salem?

Burco: That's one of the reasons for my enthusiasm. A tremendous amount of cooperation was evidenced by both the commission and local government officials. I don't mean just officials in Bend and Deschutes County. A number of other participants were there from communities in Eastern Oregon, in Central Oregon, and from neighboring counties like Wasco and Jefferson. The recognition by the cities and counties of our problem, and our recognition and understanding of theirs, I think is going to form a stronger partnership in solving some of these problems.

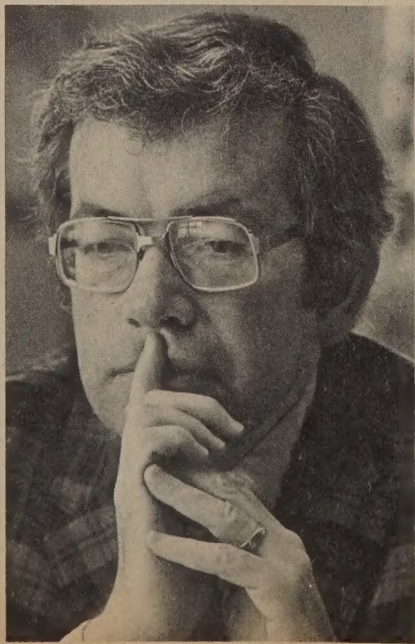
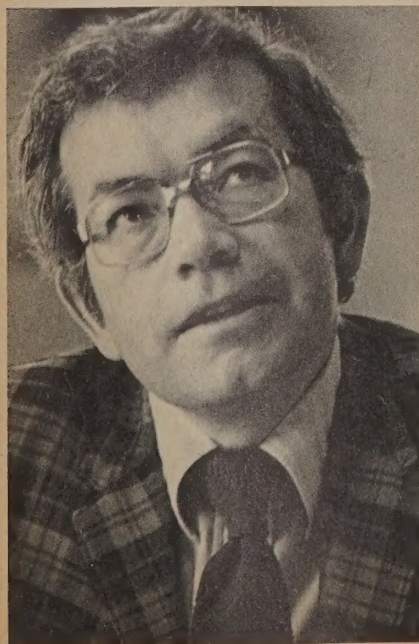
Everybody's expectations are probably going to be better tuned to what reality is. This kind of a meeting is very beneficial, and a lot of positive things came out of it. For example, we may be going to be cooperating with the counties on maintenance agreements, and on realigning the state highway system, to get some of our lesser used roads back on county systems, and some of the more heavily used county roads on our system. A lot of that kind of cooperation was in evidence in the Bend meeting.

VIA: Well, in that connection, a Coos Bay delegation came to Bend to ask the commission for some action on Highway 42. What was the commission reaction?

Burco: I think it was a very strong reaction. Until there is a substantially improved funding situation for the department, and some real evidence of hard work on the part of the people from throughout Oregon to help us pull this package together, there just isn't going to be much in the way of new scale construction. The change in priorities that was in the '76 Six-Year Highway Program was a firm commitment by the commission and the department. Smaller scale projects, such as the kinds of things that the Bend City Council was talking about, in realigning a couple of streets, and doing some things with traffic signals, are far more in tune with what the commission and the department can do than requests, for a Coquille reroute, or acceleration of \$10 million projects on Highway 42.

VIA: Congratulations on your first anniversary as director.

Burco: Thank you.





## Way Back When ...



Logging industry used rivers for transportation during 1920s, when logs were floated to mills downstream. Port Orford cedars awaited freshet on Coquille River near southern Oregon coast during the Twenties. Similar transportation methods today might run into a snag with impending drought and low water levels in the state's rivers.

## Parks projects savings of water, electricity, fuel

A water, electricity and fuel conservation program has been established in state parks for 1977.

Water conservation measures will include decreased irrigation, no car and trailer washing by park visitors, shower and footbath restrictions from 10 a.m. to 4 p.m., flushometer control and programs designed to increase visitors' awareness of conservation measures.

Electricity conservation measures will include decreased use of electric pumps for irrigation, reduced illumination in buildings and on park grounds, reduced bulb wattage and elimination of many coin operated

stoves.

Fuel conservation measures will include restricted use of vehicles on park grounds, decreased use of propane water heaters and charging for wood for fires.

Some of the conservation measures have been used during previous camping seasons and savings over the past five years have included gasoline, 14.8 per cent; wood, 32.2 per cent, and propane, 1.5 per cent.

Use of electricity has increased 6.5 per cent during the five-year period due to new facilities requiring electrical energy.

## Energy conservation : Driving in the dark ?

Enough electricity to serve 38 average Oregon homes each month would be saved if the Highway Division turns off another 200 freeway lights.

Governor Straub's energy conservation program, in which he suggests lower levels of illumination on Oregon freeways, has inspired Highway Division officials to devise a policy for reduced illumination while maintaining traffic safety standards.

### Energy-saving systems

Since the energy shortage of 1973, the Highway Division has been implementing a schedule of reduction in highway illumination and has been designing systems with energy conservation fully considered.

Although the new effort is not yet in effect, the lights-out program would save an additional 508,000 kilowatt hours per year, according to L. E. (Bud) George, traffic engineer. Combined with savings realized from the 1,280 lights which have been out since the energy shortage of 1973, a total of more than

3,759,000 kilowatt hours would be saved each year, enough to serve 285 homes using 1,100 kilowatt hours a month.

Most of the 200 additional lights would be turned off on I-5 between Salem and Portland and on I-80N, George says.

In past years, during normally wet Oregon winters, the fully illuminated freeways were not an energy problem, George says, because the lights were on during low-use hours. However, this year, with less water available for all purposes, turning the lights off will make more energy and water available for other uses.

### Need cooperation

The traffic engineer says the Highway Division is attempting to do a conscientious job in conserving energy and he hopes cities and counties also will reduce consumption of electricity, which might be better used in other areas.

"We need everyone's cooperation", George says. "The state can't do it all."

## Info center's new numbers operate May 14

Parks and Recreation Branch will begin operating its campsite information center May 14 with two new telephone numbers.

Campers may call 1-800-452-5687 toll free from any place in Oregon. Portland-area campers may call 238-7488. Three lines have been installed to better serve the Portland area.

Both numbers will operate Mondays through Fridays from 8 a.m. to 5 p.m.

Reservations for campsites are made through individual parks.

## First project using metrics begins soon

Highway Division is stepping into the future with its first all-metric project design.

Bridges measuring 48 and 70 meters in length will be built on the Fat Elk Creek-Pulaski Creek Section of the Coquille-Bandon Highway in the division's first venture into the International System of Units.

Bill Tebeau, location engineer, coordinated preparation of the special design, which utilizes "hard conversion," or no mention of traditional American measurements in inches, feet and yards.

### 1980 target date

Tebeau says he hopes the Highway Division will achieve total metric conversion by 1980, five years ahead of the projected 1985 conversion date set for the country as a whole.

The division's progress toward total metric conversion depends on how fast metrication moves at the Federal level, says Tebeau, who will monitor the Fat Elk-Pulaski project for data to be used in future designs.

While some Highway Division employees admit to being reluctant about the metric change-over, Tebeau so far has not encountered anyone who, he says, couldn't be "converted."

A metric project by the Federal Highway Administration has been completed on a timber access road in Lane County, the location engineer says, and metric plans are on the drawing board for Millican Creek Bridge near Lafayette.

Bids were received in late April for the Coquille-area project.

## MVD 'snaps' Hood River pilot project

A special team of Motor Vehicle Division licensing officers have conducted "project snap" in Hood River.

Hood River County recently put a new program into effect, substituting a road and number system for the rural routes formerly used. Law requires licenses to carry current addresses, and the new Hood River program put some 7,500 drivers out of compliance.

### First of its kind

John Wolstenholme, assistant district supervisor in the field licensing branch, said the special project was the first of its kind. "We were using it as a pilot project for future similar situations and we learned a lot from this operation," he said.

### Team recruited

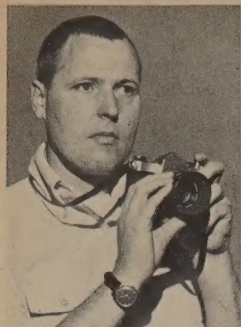
Team members were recruited from several areas and included Ruth Humphrey, Beaverton; Helen Worrall and Nancy Wade, The Dalles; Pat Bouyear, St. Helens; Jerry Campbell, Portland; Norman Kellerhals, Gladstone, and Marge Johnson, Hood River.

Ivan Blagg manages the Hood River field office, which normally processes about 150 photo licenses a week, and processed 3,142 photo licenses and 1,539 registrations during "project snap" week.



Will it be lights out for some areas of I-5 and I-80N as part of the Highway Division's program of reduced illumination?





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

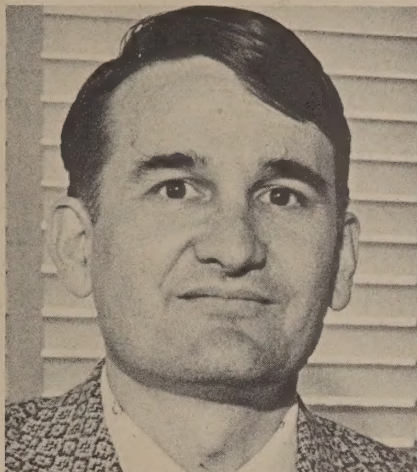
# CANDID COMMENTS

How serious is the drought in your area and does it appear to affect your operations?



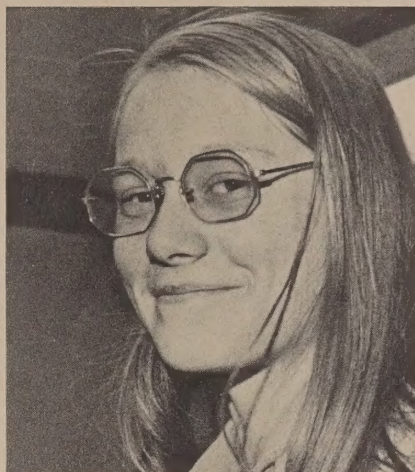
**ROY DUNN, MVD**  
Representative 3, Grants Pass

The drought will seriously affect Southern Oregon's agriculture, timber and population. Therefore, water conservation is a must. More people will come into the cities and we will have to register them. I have about 30 people standing in front of me right now.



**PERRY CROSLY, HWY**  
Right of Way Agent, Salem

In our area, I have seen no adverse effects. In fact, our people could more easily have done their work in the milder winter we had. I do not think our summer operations will be hurt.



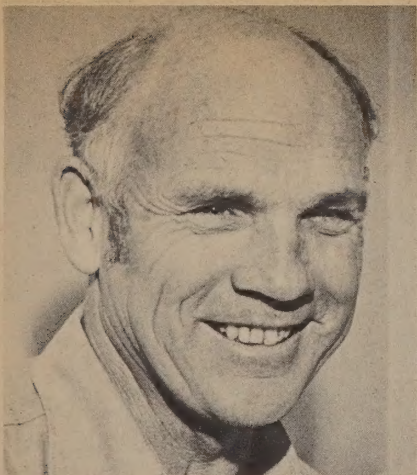
**LOUISE SANDBERG, HWY**  
Secretary, Milwaukie

It's not very serious yet in our area, so it hasn't affected our operations at all.



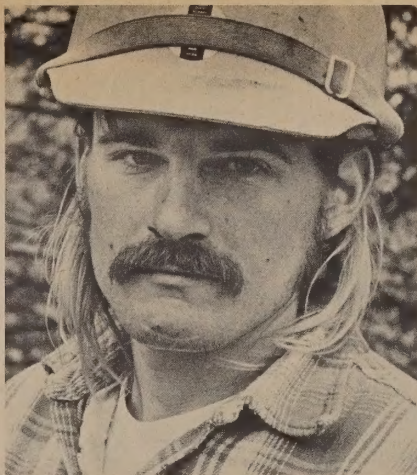
**SAM STORTS, HWY**  
HM 3, Astoria

As far as I see, we have no serious problem with drought here. Within the next two months, we could have a problem with forest fires. This winter, the drought actually helped with the highways and such. We don't expect any problems and the nicer weather will make it better. I'd hate to see a power shortage, and that would affect the whole state, not just this area.



**CHESTER JENKS, HWY**  
Engineer 1, Clatskanie

This area is not being affected by the drought except for fire late in the summer if it continues. We have plenty of water at present.



**JIM SCHAFFER, HWY**  
HM 2, Lincoln City

As far as water supply goes, I don't think there is much to worry about here on the central coast. The rivers and creeks have been down, and consequently we haven't had to use any high water signs as in previous winter-spring seasons.



**GARY M. PORTER, MVD**  
Representative 1, LaGrande

The drought is still serious. If we don't get enough water in one form or another this spring, the farm crops will be affected, the woods will be too dry and will be shut to logging and recreation, which will affect the whole economy of the area, and thereby, lower the volume of our office work.



**CHARLOTTE CARTER, PARKS**  
Clerical Assistant, Tryon Creek

The parks are dryer than usual for this time of year. Fire prevention will be one of our bigger management problems. If we exercise conservation of water and power, we should have a fairly normal summer in the Portland area, with some concern toward fall.

**MARILYN RICHARDS, HWY**  
Secretary, Bend

The snow pack is adequate for domestic and most irrigation purposes. Dry-land farmers will be hurt. The late snow drastically reduced ski tourism. The drought does not appear to affect the Highway Division in Central Oregon at this time.



**CLIFF DORNHECKER, HWY**  
Supervisor 2, Prineville

We are short on rain and snow in this area. They put on fire prevention regulations starting April 11 in Crook County. So far, this hasn't affected our operations at all.



# Day - night workers restore bridge traffic

The Isthmus Slough Bridge in Coos Bay, where a section collapsed March 31 because of action by a form of marine borer, was reopened to traffic April 6, after crews worked around the clock for six days to restore it.

John Wood, Highway Division bridge maintenance engineer, said the collapsed bent had been replaced by a more stable one and adjacent

bents were inspected and reinforced. Investigation in Coos Bay indicates that gribbles have infested the Coalbank Slough, Catching Slough, South Slough and other bridges.

## Bay infested

A report presented to Oregon Transportation Commission members April 19 said that the infestation had just begun and that structural damage is slight except in the case of a few piles, and that it appears that the entire bay is infested.

Dr. Paul Rudy, director of the University of Oregon Marine Biology Institute at Charleston, identified the borer as a limnoria, of which the gribble is a member.

## Drought blamed

The gribble, 2 to 3 millimeters long, can exist in water which has a salinity of 15 parts per thousand or more.

Semi-drought conditions experienced recently have allowed the salinity of the bay to increase to a point which encourages population growth and caused the current infestation. Normally, the flooding rivers emptying into the bay help keep the salinity at a level which inhibits increase in borer population and activity.

## Sonic inspection

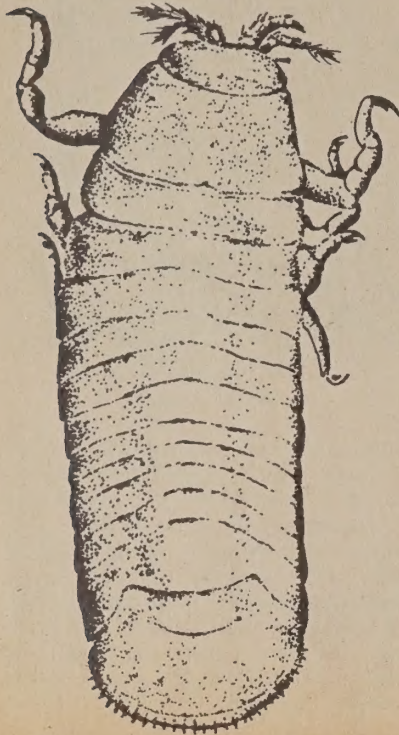
Deterioration is usually detectable only at visible cracks in the piling. Additional special underwater sonic inspection methods are starting to determine any structural damage that hasn't been detected with current methods.

Some 750 piles in structures on the state highway system in the Coos Bay area are subject to infestation, which apparently is just beginning. Structural damage is believed to be negligible.

Protective work is already underway in the Coos Bay area. Encasement in concrete or plastic wrappings has been effective protection from gribble infestation in the Ports of Los Angeles and Oakland.



Crews worked day and night for six days to restore Isthmus Slough Bridge to traffic after a section collapsed from damage caused by marine borers. No one was injured when the damaged section fell into the slough.



GRIBBLE

# Guides named for centers

Guides in Oregon's tourist information centers, which opened April 30, are prepared to help visitors find their way around the state this summer.

Guides for the 1977 travel season are:

Siskiyou State Information Center—Dora Bowman, supervisor, Renee De LaCruz and Fern Fagan.

Astoria State Information Center—Pamela Munson, supervisor, Caroline Paetow and Annette Hallaux.

Portland State Information Center—Barbara Hatt, supervisor, and Sally Booth.

Klamath State Information Center—Wilma Sensenbach, supervisor, and Judy Anderson.

Ontario State Information Center—Victoria Morgan, supervisor, and Ann Richter.

Brookings State Information Center—Diana Raymond, supervisor, and Velma Mays.

# Amtrak expands

Amtrak rail service to communities along the Columbia River and through Northeastern Oregon will begin on June 7, according to David E. Paoli, chief planner of the Mass Transit Division.

Paoli is the ODOT coordinator with Amtrak and assisted in the start-up process.

The new service has been named the "Pioneer" and will operate between Seattle and Salt Lake City. Oregon stops are at Portland, Hood River, The Dalles, Pendleton, La Grande, Baker and Ontario.

# Region 3 - 'Firsts' coming

Several Oregon highway "firsts" are going to take place in the state's southwestern Region 3.

Highway Division will replace two bridges over the Fat Elk Creek and Pulaski Creek Section of the Coquille-Bandon Highway this summer, using the metric system for the first time. That project is in preparation for total conversion to the International System of Units by the Highway Division.

Another first is construction of a reinforced earth wall on the Mystic Creek Section of Highway 42 between Coos Bay and Roseburg.

Alfred (Bud) Shirley has been Region 3 engineer for four years, and claims the problems facing his

region are no different from the problems in other parts of the state. "Just like the rest of the state, we need work done on overlays and bridges," Shirley says.

Bridges in Region 3 have been making news lately, with the discovery of marine borers or gribbles which have damaged the piling in several structures and caused a section of the Isthmus Slough Bridge in Coos Bay to collapse March 31.

## Winding up

Shirley says he had never heard of the destructive salt-water inhabitants until recently, but now finds they are present in several other structures along the coast.

Region 3 is winding up the accelerated Interstate program started in 1975, Shirley says. At one time, 78 miles of I-5 were under construction in Region 3.

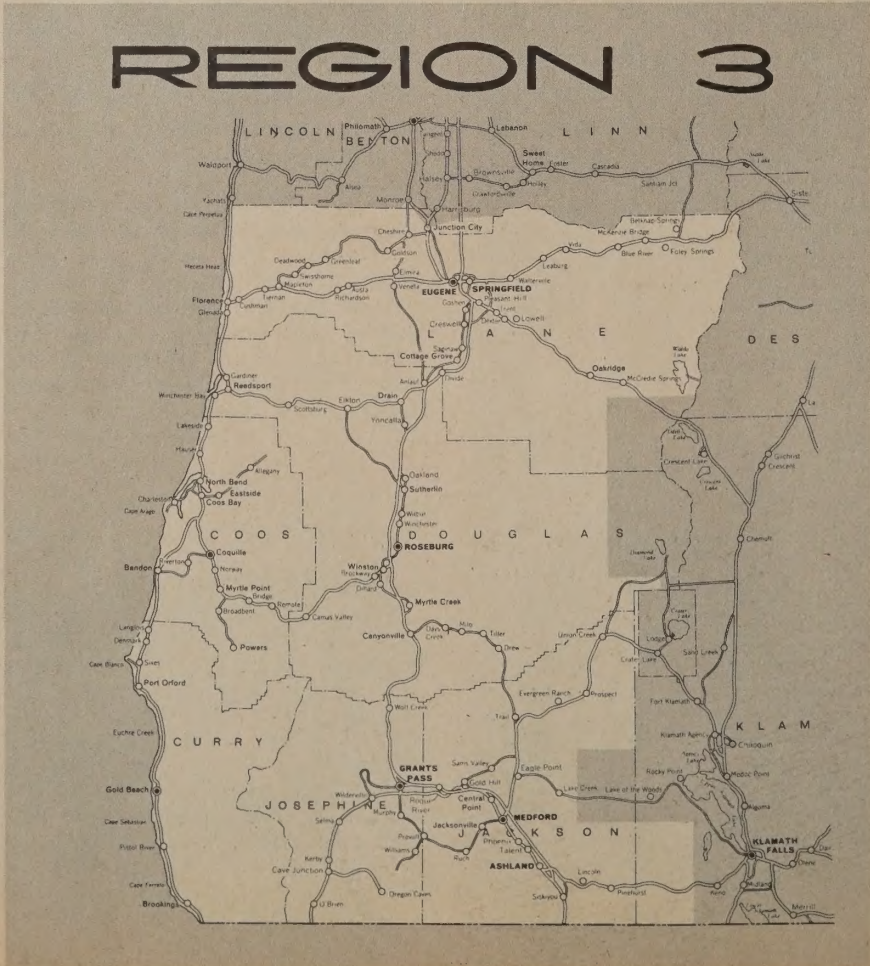
There is public pressure in Region 3 for improvements on Highway 42, Shirley says, adding, "There is no way the public could ever fund all the projects that need doing. It would be nice if we could just solve some of the problems."

## Hit hard

The Region 3 staff was hit hard by last year's layoffs, with more than 110 fewer employees in 1977 than in 1976. Survey and construction crews are down more than 70 and maintenance lost 36 employees in the region. Heavy use of highways in the rapidly-growing southern area has resulted in more highway problems and fewer people to solve them, Shirley says.

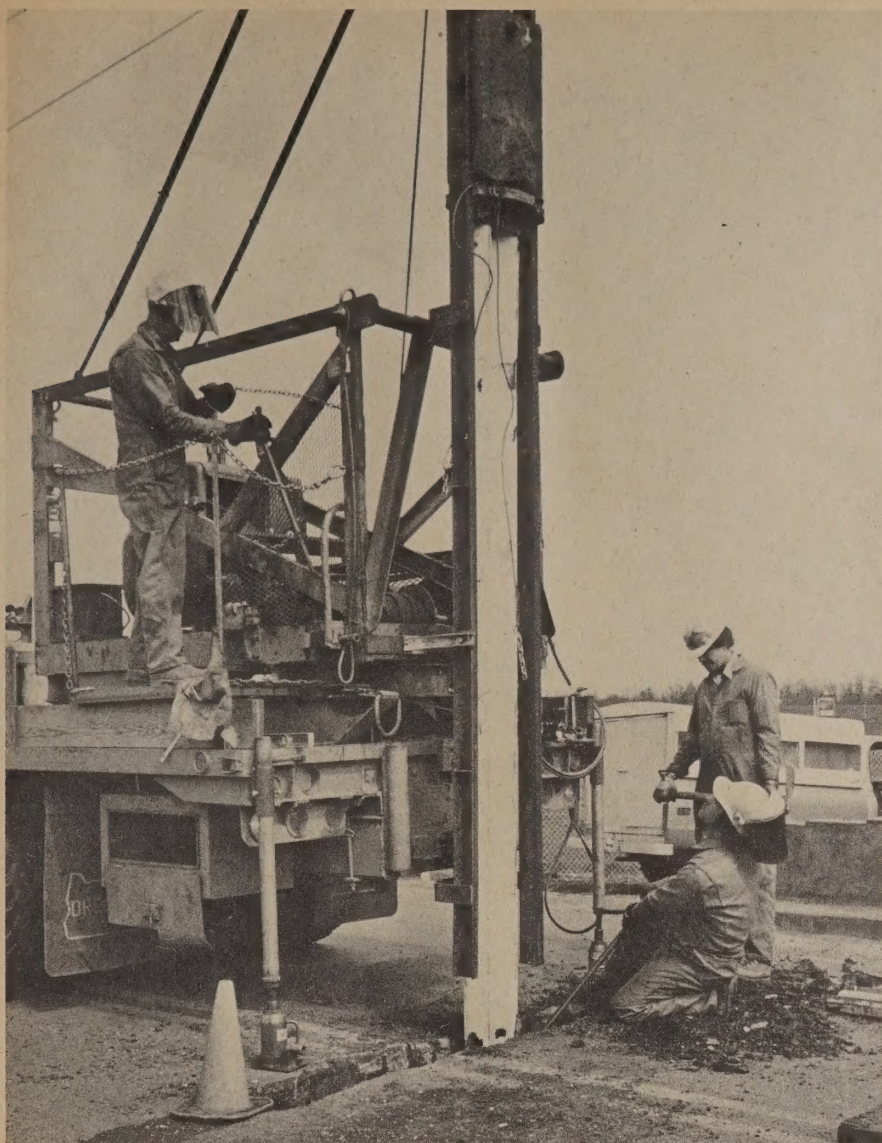
"We ask for public involvement," the regional engineer says, "That's the way to play the game today, but you just can't let the public do the designing."

Shirley says he and the residents of his region have "been talking for years" and have a good relationship. "Our concern is to get on to preserving the system—there's no question about it. But, then my region is not unique," he says. "That's the way it is all over the state."



Region 3—firsts happening here.





Damaged guardrail is being used by Region 2 bridge maintenance crews as an economical method of correcting bridge end embankment settlement problems. Don Brant and Jim Siler head crews which developed method for repairing settlement damage.

## Bridge crews develop rail recycling methods

An economical method of correcting bridge end embankment settlement has been developed by Region 2 bridge maintenance crews.

Crews headed by Don Brant and Jim Siler salvage damaged guardrail from the scrap pile in Salem and drive the rail at the bridge ends in a manner similar to driving sheet piling.

### Reconstructed drill

Both crews have contributed to the development of the system, with Brant's crew reconstructing an abandoned drill for driving the guardrail.

Methods of repair vary throughout the state, but a common method is

to excavate the embankment at the bridge and install concrete bulkheads.

This system results in continual settlement at the bridge ends until the replaced embankment is compacted. To use salvaged guardrail as sheet piling, the pavement is cut and removed six inches to a foot in width across the roadway at the bridge end. The rail is driven in the trench.

The new method of repair does not disturb the existing embankment and it eliminates additional settlement at the bridge ends.

C. E. Payton, Region 2 bridge maintenance engineer, says the guardrail driver will be available for state-wide use.

## Employees win promotions

The following ODOT personnel were promoted during April.

### CONGRATULATIONS!

Dennis E. Bottorff, HWY, engineering aide, Condon, to heavy equipment mechanic trainee, LaGrande.  
 Kathleen M. Boomer, Parks, clerical assistant, Shore Acres, to clerical specialist, Region 3, Coos Bay.  
 James D. Brown, HWY, maintenance worker 3, Ashland, to maintenance supervisor 1, LaGrande.  
 Eugene E. Currey, HWY, maintenance office manager, to administrative assistant 3, Salem.  
 Kim M. Currey, HWY, maintenance worker 1, to heavy equipment mechanic trainee, Salem.  
 Melvin L. Frederick, HWY, maintenance worker 1 to maintenance worker 2, LaGrande.  
 Brent D. Guerrettaz, HWY, maintenance worker 1 to maintenance worker 2, Portland.  
 Cyrill G. Lutgen, HWY, heavy equipment mechanic 1 to heavy equipment mechanic 2, Salem.  
 Thomas G. Meier, HWY, heavy equipment mechanic 1 to heavy equipment mechanic 2, Salem.  
 Charles R. Morse, HWY, maintenance worker 1, Coos Bay, to maintenance worker 2, Coquille.  
 Eugenia Perry, MVD, revenue auditor 2 to revenue auditor 3, Portland.  
 Francis W. Rehfeld, HWY, heavy equipment mechanic 1 to heavy equipment mechanic 2, Salem.  
 Arthur S. Shelley, HWY, weighmaster 3, Eugene, to assistant chief weighmaster, Salem.  
 Charles L. Thompson, HWY, maintenance worker 1, LaGrande, to maintenance worker 2, Baker.  
 Martha Toupal, MVD, clerical assistant, Salem, to motor vehicle representative 1, Hillsboro.  
 Herbert G. Williams, HWY, heavy equipment mechanic 1 to heavy equipment mechanic 2, Salem.



EUGENE CURRY, HWY  
Administrative Assistant 3

## Shop crew earns award

A State Accident Insurance Fund Safety Achievement Award has been earned by employees at the Salem Highway Shops Service Station.

Wayne Johnson, supervisor, and his crew have worked six years without a time-loss personal injury on the job.

## Brochure lists golf courses

"Come to Oregon, soon! Bring your clubs!" invites the 1977 Oregon Golf Courses brochure published recently by ODOT's Travel Information Section.

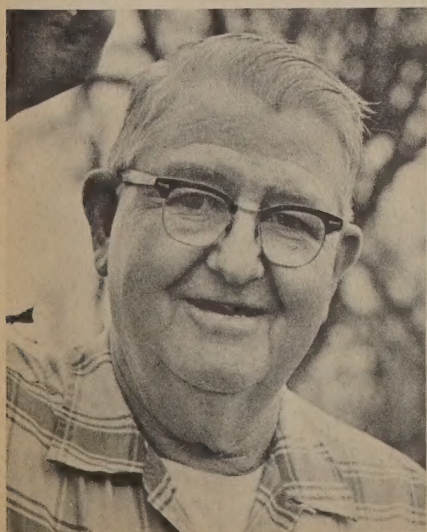
The brochure lists more than 130 public and private courses, with the addition of Elkhorn Valley Golf Course near Mehama. It includes the number of holes, length of the course and location, and indicates whether the facility is public or private.

The cover photograph on the 1977 edition is of the fairway at Black Butte course near Sisters, and a new inside photo shows Emerald Valley Course near Creswell.

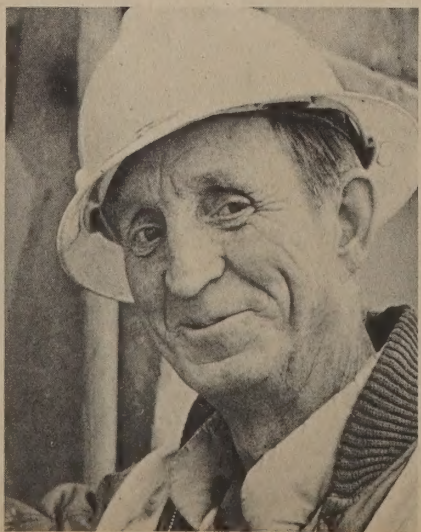
## Retirees plan June luncheon

ODOT retirees will meet for an informal luncheon June 7 at noon at the King's Table restaurant on S. 12th Street in Salem.

## Six ODOT employees retire during April



DEWEY DRESHER  
Parks Retiree



RALPH MILLER, HWY  
HWY Retiree

Six ODOT employees retired recently, with some 153 total accumulated years service among them.

Marie Kerber, MVD, tops the list with 42 years service. She was an administrative assistant in Salem.

Dewey D. Dresher, Parks, a ranger 1, has retired after 30 years in Silverton.

Ralph E. Miller, HWY, retired as a maintenance worker 2 after 26 years in Port Orford.

Louis E. Emmons, HWY, took a disability retirement in February after 24 years as a maintenance worker 2 in LaGrande.

Verna LaVelle, MVD, has retired after 21 years. She was a motor vehicles representative 1 in Hillsboro.

Herbert S. Moss, HWY, a maintenance worker 2, has retired after 10 years in Grants Pass.

## Hiatt assumes district duties

Dale Hiatt, resident engineer, has assumed the duties of District 14 engineer in addition to his regular duties.

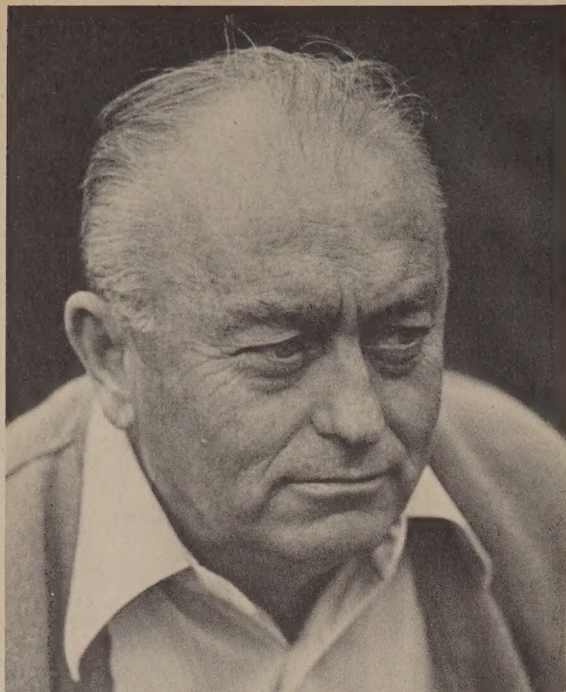
The temporary assignment is considered to be a training experience, and duration of the assignment is undetermined.

## H. Hamilton dies

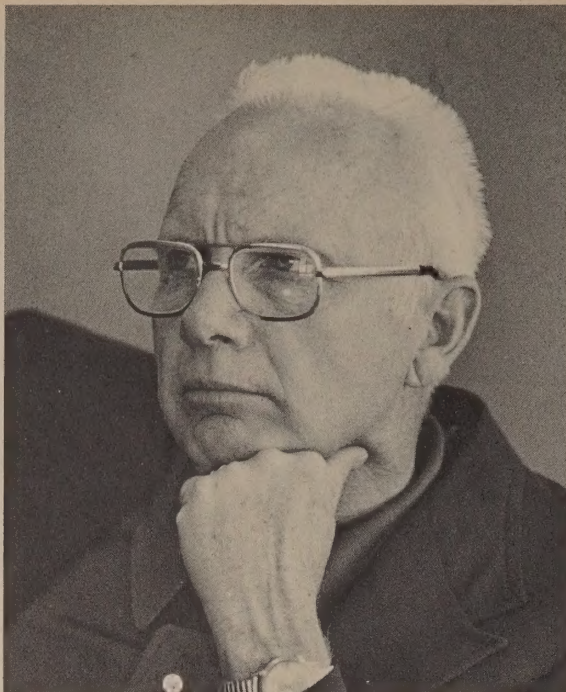
A 38-year employee of the Highway Division, Hollis Hamilton, 71, died April 11 in Salem.

He had started with the Highway Department in 1934 as a laborer and retired in 1972 as a highway maintenance foreman 4.

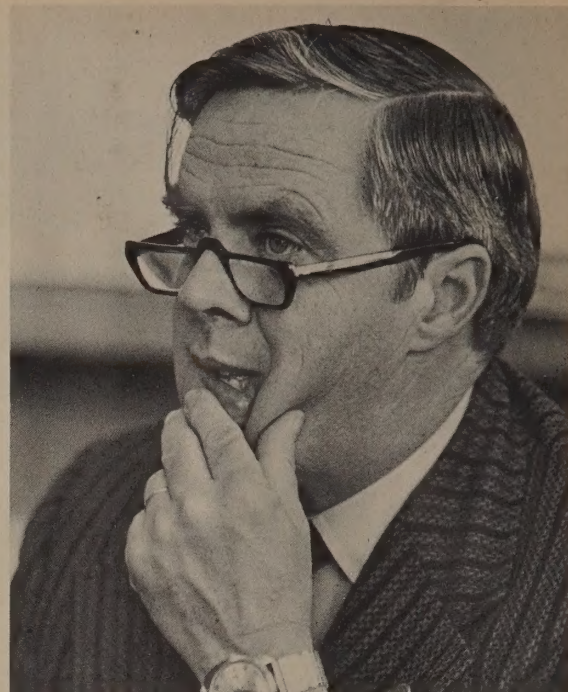




Shirley: "Things are different in the marble palace."



Williams: "I'd as soon go back and run my region."



Schwartz: "The general feeling is that Salem is a dream world."

## Region engineers visit; say idea is a good one

By Jo Ann Kirby

They'd really rather be home running their regions.

A month in Salem is informative for regional engineers, Alfred (Bud) Shirley of Region 3, Carl Williams of Region 4 and W. E. (Pat) Schwartz of Region 5, but they say they would rather be working in Roseburg, Bend and LaGrande.

Lately, their "work" has been in Salem where they are visiting various ODOT offices in a first-ever orientation program designed to broaden their understanding of the Department of Transportation, other parts of the state government and the legislature.

### Family reunion

The jolly trio treks from office to office, from the Transportation Building to the Capitol, attending briefings on dozens of facets of ODOT operations. They attend staff meetings, work sessions, hearings and collective bargaining sessions.

Their weeks in Salem are like a family reunion (We've lived and died with some of these guys," Williams says.). On the other hand, they meet with newer ODOT employees and discover contacts which will be valuable in dealing with people and problems in their own regions.

### Could help

For instance, after a briefing from Mass Transit officials, the region engineers found they could assist the small division through contacts in their regions. "If we could apply our

contacts to their work, if they could crank us into their 7-member staff, they could effectively up the size of their operation," Schwartz says. "And we are glad to do it."

### Sitting in the hall

Collective bargaining sessions are of particular interest to the engineers, and they will be attending legislative hearings on the Highway Division's zero-based budgeting program.

"The legislative process is enlightening, even the time spent sitting in the hall," Schwartz says.

They had hoped to squeeze a few days in their regions into their schedules, saying an entire month away from home is just too long.

The three region officials think the visitation is a good idea, but that it could stand some improvement.

"About 50 per cent of the time, we've learned something we wouldn't otherwise know," says Williams, a Purdue University mechanical engineering graduate and 23-year Highway Division employee.

### Need assignments

Schwartz, a South Dakota State University civil engineer, says the orientation is like walking in on the middle of a joke—it's hard to pick up just what's going on. "I object to doing nothing but observing," the plain-speaking Region 5 official says. "If we had specific assignments with time to observe others, we would feel like part of the process."

Oregon State University graduate

Shirley says the visitation provides a good opportunity to meet and talk with ODOT officials. "I never had a chance to find out what the heck they did before."

Shirley, Williams and Schwartz joined the Highway Department in the 1950s, worked their way around the state and through the ranks, and each thinks he's got the best job possible.

"You've got to be gregarious," says Williams, as he rubs his snowy crew-cut with his palm. "You can't hate people and be a region engineer. This is a public relations job. My bag is meeting people."

Both Williams and Schwartz started their careers in Newport and, with Shirley, they worked on the same location survey crew under Victor Wolfe in 1955.

### Real world

Each has worked in Salem through the years, and Shirley has been region engineer for four years, Williams for three and Schwartz for 5½. "They've changed the whole damn thing," Williams says of the highway operation in Salem. "Now it's ODOT, whatever that means."

Schwartz says, "Where we work, the people think the real world is out there; the real problems are there. The general feeling is that Salem is a dream world, but that's not my feeling."

Shirley says, "Things are different here in the marble palace."

To bridge the gap between ODOT in Salem and ODOT workers throughout the state, the regional

engineers suggest Salem workers spend time observing day-to-day operations in Roseburg, Bend and LaGrande. "It might round them out," says Williams.

Schwartz suggests a rotation system, which would give Salem Highway Division employees a chance to see operations throughout the state and those in outlying regions an opportunity to learn what's happening in the Salem headquarters.

### Better answers

Shirley, fresh from what his jovial colleagues call a "gribble-hunting expedition," says his time in Salem will enable him to give better answers to questions which come up both inside and outside of the Region 3 organization. "I talk to these folks all the time, and my time here will allow me to serve them better."

Shirley, Williams and Schwartz are enthusiastic about learning all they can in Salem, but each is anxious to return to his region.

### Best job

All avid golfers, they probably aren't teasing when they say they would rather be on the golf course than sitting for an interview. Shirley is anxious to get home to his yard work, Williams to his arrowhead collection and Schwartz to the 80-year old house he is restoring.

"I'd as soon go back and run my region," Williams says. "I don't want to get over-educated. Besides, I've got the best job and most of the guys in this building will agree."

## Retirees Let Us Know What's Happening

Joseph M Conrad, Greenwood Manor, 2248 NE Fourth St., Bend 97701—Retired 1954.

Joe writes, "I have been receiving VIA, which I enjoy."

After his retirement, he painted houses, but arthritis has kept him from being too active in recent years.

Clifford Lehman, P.O. Box 276, Gleneden Beach, 97388—Retired 1968.

"I retired in 1968, Clifford Lehman writes, "We went to Texas to see a daughter, and went to the World's Fair. We also went to Minnesota to see a daughter and have made trips to Tennessee, Mexico, San Francisco, Seattle and Missouri.

He also gardens and raises vegetables and likes to go fishing, clamming, crabbing and hunting. "Just about anything to keep busy."

Leon E. (Stumpy) Stumpff, 18 NW McKay Ave., Bend 97701—Retired 1974.

The Bend Bulletin has featured Stumpy in a nearly full-page spread on his wildlife photography.

Retired after 22 years with the Park and Recreation Branch, he has traveled extensively "shooting" grizzly bear, elk, bighorn sheep, Dall sheep, deer, coyotes, and birds. Stumpy's reputation is growing in Central Oregon, and he markets his photographs there and in Montana.

"I've just returned from California and Arizona with a lot of good

pictures of birds," he says. "Most every month I receive a ribbon from our local camera club for a print or a slide...I am going to have to live to be 100 to get all the things done I would like to do."

Emil H. Johnson, 112 SE 11th Ave., Milton-Freewater 97862—Retired 1975.

Emil and his wife traveled to Europe last fall, where they visited with some of his cousins in Sweden, saw the house where his father was born, visited the birthplace of one of his great-grandparents and saw the church where his family had worshiped.

Gardening, fishing and square dancing twice a week keep Emil and his missus busy.

Stacy E. Cole, 1723 15th Ave., Apt. 21, Seattle 98122—Retired 1975.

Stacy and his wife Effie have moved to Seattle, where they are "renewing a life we used to have here 30 years ago."

They have been remodeling their cooperative apartment and "repairing the injury to my heart after an attack several months ago."

"In spite of our absorption in these endeavors, we've still had time to enjoy ourselves. Just being free to move to another location and pursue a few dreams, we've found to be a source of satisfaction, and I can truthfully say I enjoy retirement."

Stacy adds: "Lots of my life went into the Highway Department and I'll always be interested in it and my friends there."